engaged in permanent or perennial nature of jobs in airports;

(b) if so, whether the Airport Authority has implemented the order of the apex court; and

(c) whether it is a fact that despite the court direction workers working as loaders at Indira Gandhi International Airport for more than 10 years under contractors are to be regularised yet and contract system is still allowed to be perpetuated?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) The Hon'ble Supreme Court vide its order dated 6-12-1996 has upheld the notification of 1976 which stipulates that the work of cleaning, sweeping, dusting, watch and ward has to be done by regular employees and not by contract labour. Such workers are required to be regularised either from the date of the judgemnt of the Supreme Court or from the date of the judgement of the High Court, as the case may be. Airports Authority of India is paying the workers directly and the regularisation of the personnel is in progress.

(c) The Supreme Court order relates to the cleaning, sweeping, dusting and watch and ward workers only and the loaders are not covered by the said judgement.

Proposal to open 'Ticket Counter' for Airlines at Nagercoil in Tamil Nadu

1405. SHRI N. THALAVAI SUNDARAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to open 'Ticket Counter' for Airlines at Nagercoil in Tamil Nadu;

(b) whether there is any proposal to open a 'Ticket Counter' for Indian Airlines in the Vicinity of Madras High Court; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Mid-air collision of aircrafts

1406. SHRI AMAR SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a Gulf Air Boeing (B-767) and Romanian Airlines Airbus (A-310) narrowly averted a mid-air collision on Sunday, the 22nd June, 1997 when they were 40 nautical miles from Delhi.;

(b) if so, the details thereof and the reasons theefor;

(c) the number of mid-Air Collision have been averted during the last four months; and

(d) whether any enquiry has been conducted to fix the responsibility on the negligent officers in such cases and if so the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Yes Sir. Gulf Air Boeing -767 aircraft while operating a flight from Delhi to Muscat and Romanian Airbus A-310 aircraft while operating a flight from Bucharest to Delhi on 22nd June, 1997 were on the same radial. The Radar Controller at the Delhi Airport instructed the Romaian flight to descend to 17,000 feets. The Gulf Air flight was instructed to climb to 22, 000 feet. This resulted in a air-miss incident between the two aircraft at 40 nautical miles from Delhi.

(c) Two possible mid-air collisions have been averted during the period.

(d) Yes Sir. After enquiry the Air Traffic Controllers involved in both the incidents have been withdrawan from ATC duties. Airports Authority of India has also subjected them to corrective training and Board Assessment.

Shortage of Air Traffic Controllers at most of the airports in the country

1407. SHRI JAYANT KUMAR MALHOUTRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there is a shortage of Air Traffic Controllers (ATCs) at most of the airports in the country;